WHAT IS CLAIMED IS:

1. An automobile steering wheel lock comprising:

a key body through which a channel passes having a chamber and a recess room connectedly formed therein, the chamber connecting with the channel on a lateral side thereof, two opposite lateral sides of the lock body being each provided with an indentation and a locating notch;

a lockset housed within the chamber and the recess room;

two hooked rods mounted within the locating notches of the lock body, each of the hooked rods being provided with a hook member at a first end thereof and a pivot stand at a second end thereof, each of the pivot stands being pivotally mounted onto a bottom inner wall of a corresponding indentation; and,

a central rod housed within the lock body through the channel therein, a rod body of the central rod being provided with a plurality of annular grooves that distribute along a first end section thereof, a hook member being fixedly mounted a second end section of the rod body.

2. The automobile steering wheel lock of Claim 1, wherein a retaining flange is introduced between the chamber and the recess room; around a top opening of the chamber there are a plurality of retaining notches formed; each of the indentations is provided with a pivot hole; two slots are formed on a top surface of the lock body, each connecting with the channel.

3. The automobile steering wheel lock of Claim 1, wherein the lockset consists of a base, a spring coil, a stop block, a lock core and a rotatable plate; the base, the spring coil, the stop block and the pivot are housed

within the chamber; the lock core and the rotatable plate are housed within the recess room.

4. The automobile steering wheel lock of Claim 3, wherein the base is provided with a pivot hole and an insertion hole; the base includes an arced recess formed on a lateral side thereof and a plurality of projections formed around the rim thereof; the spring coil, being located below the base, has a first end tip inserted in the insertion hole on the base and a second end tip inserted on the stop block; the stop block, being located below the spring coil, is provided with a pivot hole and an insertion hole; a locking tooth and a projection are formed on a lateral wall of the stop block; the pivot goes through the pivot hole of the stop block, the spring coil and the pivot hole on the base; the lock core is provided with a shaft ejected from the bottom thereof and a projection on a lateral wall thereof; the rotatable plate is engaged with the shaft and has an insertion slot formed thereon.

5. The automobile steering wheel lock of Claim 1, wherein each of the hooked rods is provided with a pivot stand at a second end thereof; each of the pivot stands is provided with an insertion hole and a pivot hole that intersect each other within a pivot stand; a pivot is inserted through each of the pivot holes.

6. The automobile steering wheel lock of Claim 1, wherein an upper shell is mounted on the lock body; the upper shell is provided with a keyhole thereon and a plurality of pivot holes therein; the upper shell further includes two retaining walls respectively extending downwardly from two lateral sides thereof, each of the retaining walls having a through hole.

7. The automobile steering wheel lock of Claim 1, wherein a lower shell, attached on a bottom surface of the lock body, is provided with a plurality of retaining tongues, each having a through hole, and a plurality of pivot stands.